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A3V V13A**

(56) Documents Cited

**EP 0185922 A WO 98/36213 A US 5207500 A
Derwent abstract 98-064780 & DE 029718173 Derwent
abstract 98-075072 & NL 001002963**

(58) Field of Search

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ONLINE: WPI**

(54) Abstract Title

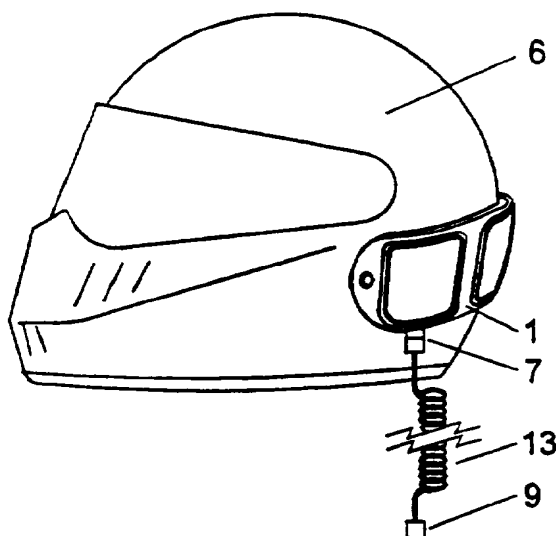
Helmet mounted light system

(57) A motorcycle helmet or an attachment 1 for a motorcycle helmet 6 which is adapted to be fixed to the rear of the helmet, comprises at least one light, the light being provided so as to be connectable to the electrical system of the motorbike.

Lights may be brake, indicator or rear lights and may be formed from L.E.D's. The lights may be connected to the electrical system by easy break connectors. An alarm to sound if the lights are connected and the ignition is off may be included.

A terminal box comprising easy break connectors is also disclosed.

Figure 2



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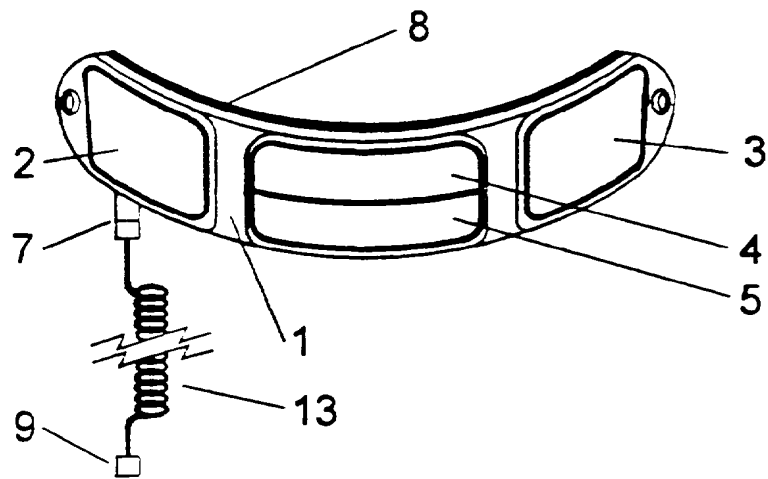
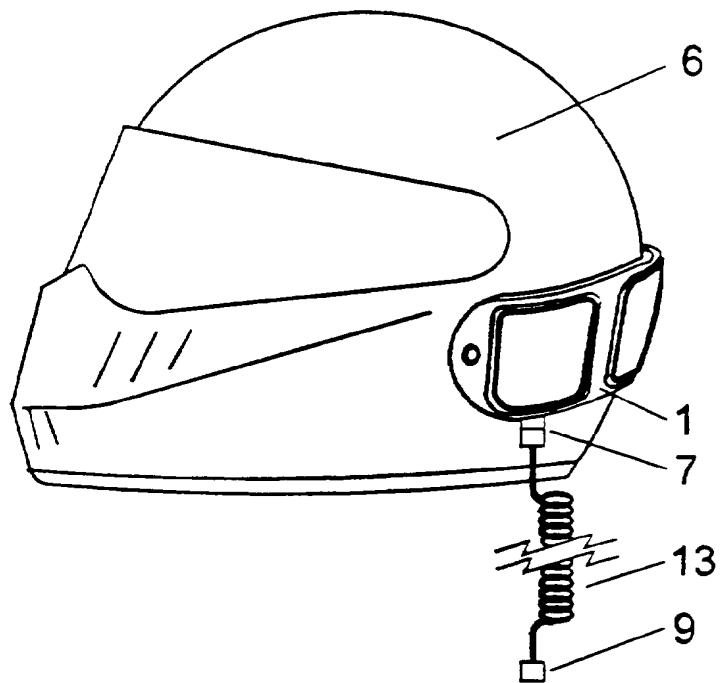
Figure 1**Figure 2**

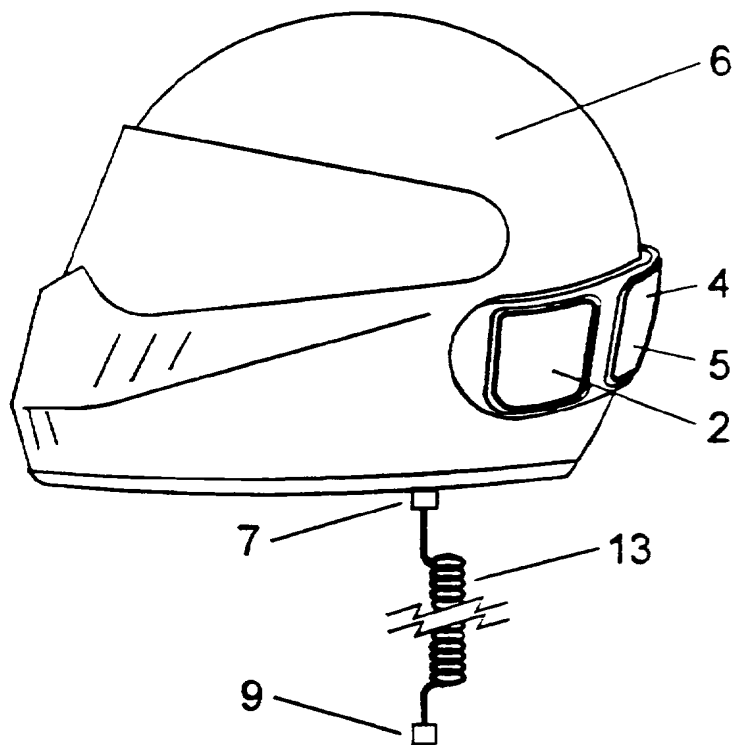
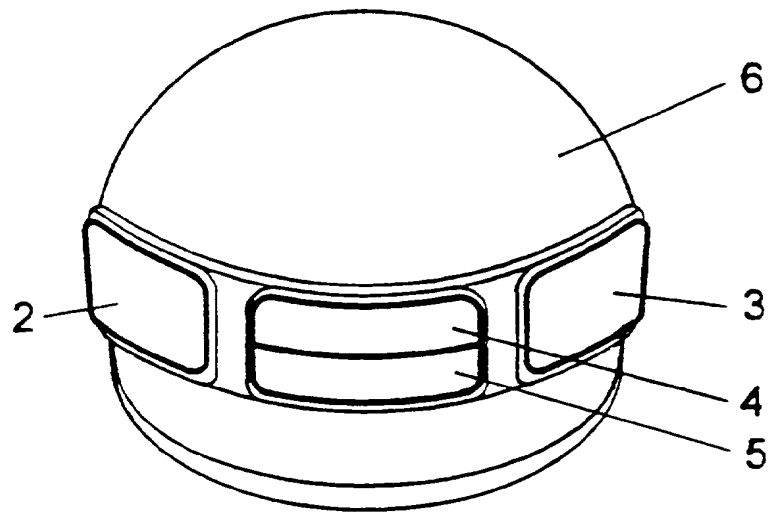
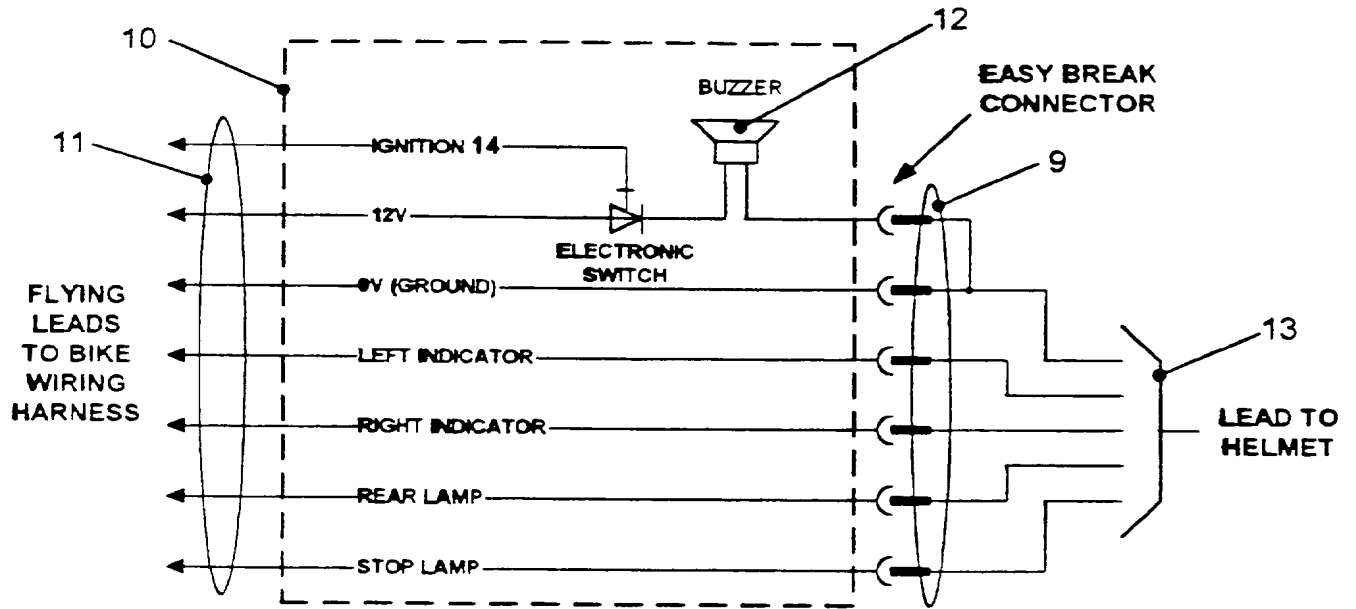
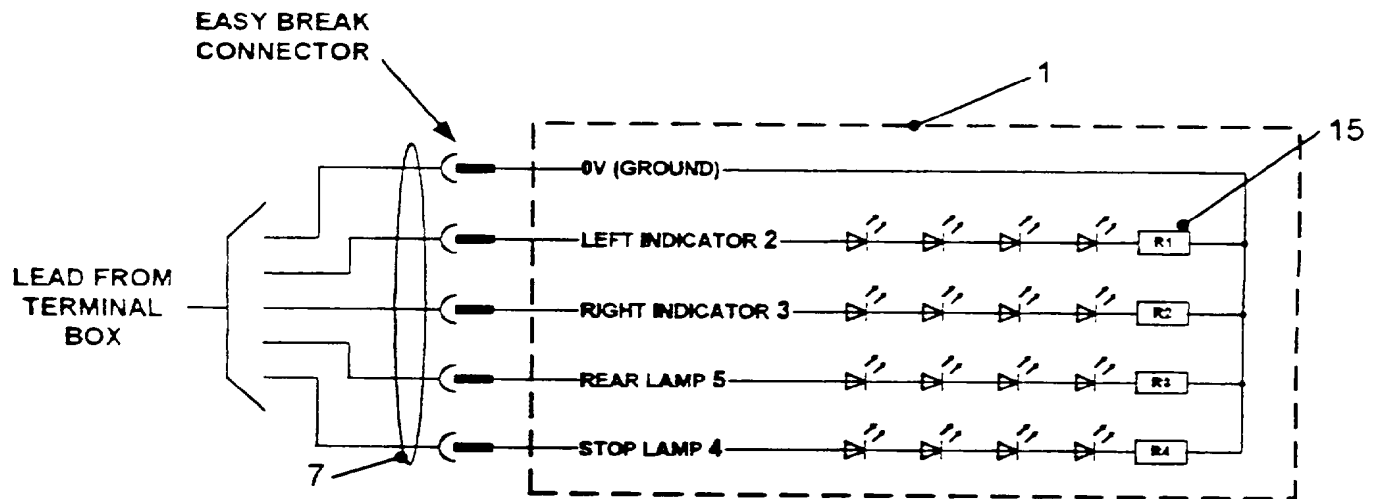
Figure 3

Figure 4**Figure 5**

HELMET MOUNTED LIGHT SYSTEM

The present invention relates generally to the field of helmets for users of vehicles such as motorbikes, trikes and go-carts or the like. More specifically, the invention relates to a helmet mounted light system.

One problem faced by motorcycle users is that because their rear lights are positioned so as to span only a very small area which is positioned relatively near the ground, it is difficult sometimes for other road users to see them. For example, it is difficult for a car driver to see the lights of a motorcycle when there is another car positioned between the driver and the motorcycle.

One known prior art solution to this problem has been to provide an attachment to the rear of a motorcycle helmet which comprises a light and associated battery pack. This increases the visibility of the motorcyclist because it is easier for other drivers to see a light positioned at this vertical level. However, this system has the disadvantage that the light does not tell other road users about the intended or actual actions of the motorcyclist.

The present invention seeks to alleviate this problem by providing an attachment for a motorcycle helmet; said attachment adapted to be fixed to the rear of the helmet and comprising at least one light and means for connecting said light to the electrical system of a motorbike.

Alternatively, the invention can provide a motorcycle helmet comprising at least one light and means

for connecting said light to the electrical system of a motorbike.

5 Preferably, the attachment or helmet comprises one or more of a left indicator light, a right indicator light, a rear light and a brake light.

10 Advantageously, the light (or lights) is (or are) formed from one or more LEDs.

The lights on the attachment or helmet can be connected to the motorbike electrical system using a wire connected via easy-break connectors. Alternatively, a radio link or infrared link could be used.

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The invention will now be further described, by way of non-limitative example only, with reference to the accompanying drawings, in which:

20 Fig. 1 shows an attachment for a helmet in accordance with the present invention.

Fig. 2 shows a motorcycle helmet with the attachment of Fig. 1 attached;

25

Fig. 3 shows a side view and front view of a second embodiment of the invention, in which a motorcycle helmet is provided with one or more lights;

30 Fig. 4 shows a schematic arrangement of a bike-mounted terminal box in accordance with the present invention; and

Fig. 5 shows a schematic arrangement of a helmet-mounted light set in accordance with the present

35

invention.

In a first embodiment of the invention shown in Fig. 1, an attachment 1 for a motorcycle helmet is provided which comprises a plurality of lights 2, 3, 4, 5. The attachment 1 is adapted to be placed on the rear of the helmet 6 (as shown in Fig. 2) and has easily accessible easy-break connectors 7 formed on its outer surface for connection to the motorbike electrical system. In this embodiment, the attachment 1 comprises a left indicator light 2, a right indicator light 3, a rear light 5 and a brake light 4.

The attachment 1 is carried in its normal state and resilient so that when attached to the helmet 6 it grips the helmet 6 by virtue of its resilience. The inner surface of the attachment 1 is provided with a layer of a compliant material such as neoprene to accommodate variations in helmet shape. The attachment may be fixed to the helmet 6 by known adhesives or known releasable means.

Each of these lights is connected in parallel to a 0-volt ground line via a resistor 8 as shown in Figure 5. The resistor may not be necessary if other light emitting devices than LED's are used. In this embodiment, the lights comprise four LEDs each. The rear and brake light LEDs are red whilst the left and right indicator LEDs are amber. Each of the LEDs for each light are connected in series to a different easy-break connector 7. Easy-break connectors allow the connections to be removed without damage in the event of a sudden force on the wire. They form part of the known art and as such will not be described here in detail.

Corresponding easy-break connectors 9 are provided on a bike-mounted terminal box 10 as shown in Figure 4. These are then connected to the motorcycle electrical system via flying leads 11. A buzzer 12 is provided in the terminal box to warn the motorcyclist when the lead 13 is connected but the ignition 14 is turned off. This reminds the motorcyclist to remove the lead 13 before dismounting. The buzzer may be set to automatically cut off after a preset time, e.g. five seconds.

Preferably, the separate easy-break connectors will be formed by a single connector piece which the lead 13 connects with.

A second embodiment of the invention is shown in Figure 3. This is substantially identical to the first embodiment, except for the fact that there is no helmet attachment and instead the lights 2, 3, 4, 5 are provided on a portion of the helmet 6 itself. It is possible in this embodiment that the easy-break connectors 7 could be provided inside the helmet 6 so that the wire 13 connecting the helmet 6 to the motorbike could be fed down the motorcyclist's clothing.

All embodiments of this invention are designed to avoid any problems associated with rain water ingress and as such the attachment of the first embodiment is attachable to the motorcycle helmet in a sealed fashion.

It is not necessary for the working of this invention that the attachment or helmet is physically connected to the motorcycle electrical system. Instead, an infrared or radio link could be used. In this case, the attachment or helmet would have its own source of power in the form of batteries and the radio or infrared

link would be used to control the indicator, rear and brake lights.

Also, the bike-mounted terminal box of Figure 4
5 could additionally comprise check indicators which show
when the lead to the helmet is properly connected and
operating. This is useful because it is hard to see when
wearing the helmet if the lights are working properly and
are therefore properly connected. These indicators could
10 themselves be in the form of LEDs or other visual means.
It may also be desirable to provide a high intensity
light as a fog lamp using higher intensity LEDs

CLAIMS

1. An attachment for a motorcycle helmet; said attachment adapted to be fixed to the rear of the helmet and comprising at least one light and means for connecting said light to the electrical system of a motorbike.
2. A motorcycle helmet comprising at least one light and means for connecting said light to the electrical system of a motorbike.
3. An attachment according to claim 1 or a helmet according to claim 2 wherein said attachment or helmet comprises one or more of a left indicator light, a right indicator light, a rear light and a brake light.
4. An attachment according to claim 1 or 3 or a helmet according to claim 2 or 3 wherein said light (or lights) is (or are) formed from one or more LEDs.
5. An attachment according to claim 1, 3 or 4 or a helmet according to claim 2, 3 or 4 further comprising easy break connectors connected to said light (or lights).
6. An attachment according to claim 1, 3, 4 or 5 or a helmet according to claim 2, 3, 4 or 5 further comprising other easy-break connectors connected to said easy-break connectors by a wire, said other easy-break connectors being further connected to a motorcycle wiring system.
7. An attachment according to claim 1, 3 or 4 or a helmet according to claim 2, 3 or 4 further comprising a radio link or infrared link connecting said light (or

lights) to the electrical system of a motorbike.

8. An attachment according to claim 1 or any one of
claims 3-7 or a helmet according to any one of claims 2-
5 7, further comprising audible alarm means which is
adapted to sound when said light (or lights) is (or are)
connected to the motorcycle electrical system when the
ignition is not on.

10 9. A terminal box adapted to be mounted on a motobike
comprising easy-break connectors each attached to means
for connecting to a motorbike electrical system.

10. A terminal box according to claim 9 further
15 comprising audible alarm means.

11. A motorbike comprising the terminal box of claim 9
or 10.

20 12. A motorbike according to claim 11 further comprising
an attachment according to any one of claims 1 and 3-5 or
a helmet according to any one of claims 2-5.

13. An attachment or helmet constructed and arranged
25 substantially as hereinbefore described with reference to
Figs. 1-5 of the accompanying drawings.

14. A terminal box constructed and arranged
substantially as hereinbefore described with reference to
30 Figs. 1-5 of the accompanying drawings.

15. A motorbike constructed and arranged substantially
as hereinbefore described with reference to Figs. 1-5 of
the accompanying drawings.



Application No: GB 9819144.8
Claims searched: 1-8

Examiner: Ceri Witchard
Date of search: 7 October 1998

Patents Act 1977
Search Report under Section 17

Databases searched:

UK Patent Office collections, including GB, EP, WO & US patent specifications, in:
UK Cl (Ed.P): F4R (RAG, RMR)
Int Cl (Ed.6): F21L (15/14) F21V (33/00) B62J (6/00)
Other: ONLINE: WPI

Documents considered to be relevant:

Category	Identity of document and relevant passage	Relevant to claims
X	EP 0185922 (SLARVE) see page 2, lines 3-25, page 4 lines 26-36	2, 3, 5, 7
X	WO 98/36213 (BLEICHER) see page 3 line26 - page 4 line 4 and page 4 line33 - page 5 line 2	1, 2, 3, 4, 5
X	US 5207500 (RIOS) see abstract	2, 3
X	Derwent Abstract 98-064780 & DE 29718173 A (RICHTER)	1, 3, 7
X	Derwent Abstract 98-075072 & NL 1002963 (VAN DER LIEUW)	1, 3, 4

X	Document indicating lack of novelty or inventive step	A	Document indicating technological background and/or state of the art.
Y	Document indicating lack of inventive step if combined with one or more other documents of same category.	P	Document published on or after the declared priority date but before the filing date of this invention.
&	Member of the same patent family	E	Patent document published on or after, but with priority date earlier than, the filing date of this application.